

GORE VISITS ATLANTIC CITY



Vice President Gore thanking Anne for the good work being done by Center employees.

Vice President Al Gore greeted and shook hands with a number of FAA employees at Atlantic City International Airport, on May 5, where he was welcomed by **Dr. Anne Harlan**, on behalf of all Center employees. The Vice President was on his way back to Washington, D.C., after giving a speech

at the AFL-CIO convention in Atlantic City.

The timing of the Vice President's visit happened to coincide with the national celebration of Public Service Recognition Week, as proclaimed by President Bill Clinton. The Vice President spoke of the excellent work done by FAA employees at the Tech Center and specifically asked Anne to convey to the employees how proud he is of the contributions they are making to ensure the safety, security, and efficiency of aviation.



Al and possible running mate Anne pose for the press corps.



Ace photographer Ernie Pappas (ACT-73) with Air Force Two.

CENTER UNVEILS CVA!

As the national scientific test base for the FAA, the Tech Center fulfills an important role by providing numerous specialized simulation and testing facilities that support a vast number of research, development and acquisition programs. Support occasionally involves the use of multiple laboratories and cockpit simulators. Since these labs are often located in different parts of both Building 300 and 316, it can be challenging for customers, evaluators, and visitors to witness the actual tests without physically moving from one lab to another. Furthermore, test participants are often crowded into a confined test lab area.

To remedy this situation, ACT-400 conceived and spearheaded an effort to develop a Central Viewing Area (CVA). The CVA is capable of providing customers, visitors, and other personnel the opportunity to observe and coordinate activities which are occurring in multiple laboratories and accomplish this from a centralized location. Although the concept for the CVA was initiated several years ago, it has only now become a reality through the leadership of **Basilyn Bunting**, ACT-400 Division Manager.

The CVA development and construction project was lead to fruition by **Hiram Vazquez**, ACT-410 Infrastructure Engineer. It was completed and brought on line this past April with the support of ACT-600 and **Stephanie S. Bell**, ACT-630 Lead Inspector. The CVA can comfortably accommodate as many as 36 people. Observers can take advantage of a theater style setting to observe up to three separate laboratories simultaneously using projectors on large screens.

Ed DiProspero, ACT-410 System Engineer, explained that the CVA facility is capable of routing audio, video, and pertinent data signals from various participating laboratories to three separate projectors through a comprehensive cable system. The color video projectors are capable of presenting either S-video or National Television Standards Committee (NTSC) video from cameras or Red, Green, Blue (RGB) signals from color monitors. Ample soundproofing has been installed in the facility so that actual controller pilot conversations can be heard on a high fidelity sound sys-

tem. The ACT-410 CVA staff can call upon a system of audio, video, and data routers to orchestrate what is being viewed and heard. This includes the ability to support professional presentations using a variety of multimedia capabilities including laptop PowerPoint presentations, CD players and video played from VCR's located in the control room. The CVA includes three ceiling mounted, retractable projection screens and a mobile lectern containing a separate audio/video touch control screen which can be positioned in two separate locations. Video routing, audio routing, ceiling and wall lighting are controllable from either the lectern or the nearby master control room. Recording capability also exists in the control room. All video, audio, and data signal routing is done electronically. When the CVA is fully outfitted, it will have tables which will contain telephone and network access ports, and also power connections for visitor use. Portable low-light color cameras with the accompanying audio and video connections will be installed at specific locations throughout the lab. Currently, the Display System Replacement (DSR) and the Standard Terminal Automation Replacement System (STARS) laboratories are among the list of initial candidates to receive these additional capabilities which will permit viewing of tests and participants during ATC simulations. Beyond these, additional capabilities will include Integrated Services Digital Network (ISDN) based video teleconferencing for transmission to other FAA Presentation Facilities.

The inaugural ribbon cutting ceremony for the CVA is scheduled for late June 2000, to coincide with Home and Home Day. ACT-400 will begin to schedule new customer technical activities at that time.



TECH CENTER SHINES AT "SHOW ME" DEMONSTRATION

The Advanced Technologies and Oceanic Procedures (ATOP) Show Me Demonstration, led by Nancy Graham (AUA-600), was successfully conducted during the month of April at the Tech Center. ATOP is the new oceanic acquisition in which the Oceanic and Offshore IPT plans to acquire a non-developmental ATC system that has been proven operationally by another civil aviation authority to replace the existing FAA oceanic system.

The Show Me Demonstration is the first phase of the acquisition strategy, providing prospective vendors with the opportunity to demonstrate the capabilities of their systems to the FAA, and providing the FAA the opportunity to evaluate the systems. There were four major components of the demonstration. First, each vendor had the chance to brief the architecture and functionality of their systems. Second, each vendor was allowed to informally demonstrate the capabilities of their systems. Third, FAA engineers conducted a formal evaluation using predefined adaptation data and ATC scenarios. Finally, each vendor had the opportunity to show their systems to FAA and industry personnel who were not evaluators.

For the evaluation, the FAA formed a multi-discipline team composed of Air Traffic and Airway Facility personnel from operational facilities at Oakland, New York, and Anchorage, augmented with representatives from NATCA, AUA-600, and ACT-240.

Under the leadership of the Oceanic Branch (ACT-240), several organizations worked together to plan and conduct the Show Me Demonstration. **Hilda DiMeo** led the efforts at the Center and was appointed as the government liaison to the vendors. **Paul Simon**, led the effort to prepare the laboratory spaces for the vendors. **Valerie Lively, Sam Levine, Sam Soto, and Ed Makuch** were appointed as the Alternate Technical Officers. **Walt Vernon, Kathy Herman, and Al Lisicki** supported Show Me on all security aspects.

Show Me activities commenced with Dennis DeGaetano (ARA-2), Bill Voss (AUA-1), Nancy Graham, **Anne Harlan** (ACT-1), and **John Wiley** (ACT-200) welcoming the ATOP evaluation teams. Approximately 100 visitors attended the demonstrations, including senior FAA management, facility managers, site personnel, airline representatives, NATCA, ATA, and NBAA.

Many thanks to all the personnel that supported Show Me. Pleased with the demonstration, Oceanic and Offshore IPT Nancy Graham proclaimed, "this is the new Tech Center." The participating vendors were also impressed with the Center. Their feedback to AUA-600 included: "very well organized," "excellent hospitality," "communication between us (vendor) and FAA was outstanding," and "not my Father's Tech Center."

A pat on the back for everyone who participated in Show Me.

AVIATION ART CONTEST

Take a walk into Building 316 and pretend you are going to use the elevator. Before you push the button to go up or down, turn around and see the beautiful display cases on the wall. Outside the elevator on the third floor are the winners from the 1999 International Aviation Art Contest. Soon you'll see the winners from the 2000 contest on the second floor.

The Communications Management Division's (ACT-70) Aviation Education Program, in partnership with the Department of Transportation/Division of Aeronautics, sponsors this contest throughout the state of New Jersey. **Carleen Genna-Stoltzfus**, Aviation Education Program Manager, served as a judge again this year, and the Engineering & Test Division (ACT-200) sponsored the special awards portion of the contest. Over 1,100 entries were received this year.

The first, second, third, and honorable mention winners are able to display their artwork in the display cases in Building 316 outside the elevators on the second, third, and fourth floors. The first place winners in each of the three categories (6-9 yr.), (10-13 yr.), (14-18 yr.) receive paints, paint brushes, canvass, and various other art supplies, so they can re-paint their original artwork which will remain in Building 316. The other winners' artwork will be rotated for display over the next several years.

Story continued on page 4

CUB SCOUTS VISIT FAA FIRE SAFETY FACILITY

The Mays Landing Cub Scouts, Pack 126 - Den 5, toured the Tech Center on March 18. As part of their Webelos program, the scouts needed to learn how engineers use computers in their profession in order for them to receive the Engineer Pin.

Aerospace engineer **John Reinhardt** (AAR-422) planned and scheduled, in conjunction with Den Leader Donna McBride and Assistant Den Leader Dennis Mabbitt, the presentation and tour of the FAA Fire Safety Section facility.



From left to right) Jan Reinhardt, Sean Mabbitt, Bobby Houser, Tony McBride, John Reinhardt, and Ryan Houser.

The tour started at 1:00 p.m. sharp and while en route to the fire facility the scouts had a chance to see from afar the FAA Hangar, the U.S Coast Guard Air Station, the Technical and Administrative building, the Aviation Security building, Drop Tower facility, the National Airport Pavement facility, and other buildings. The main presentation took place in Building 275, the Fire Safety Section facility. The scouts and parents gathered in the Control Room for the presentation.

Reinhardt presented an overview of the work that is conducted in the Fire Safety program

and explained how computers are utilized in this facility. Examples included office automation, computer aided design, and data acquisition. Following the presentation, the scouts toured the facility to see, among other things, the computers used by the engineers, sensor wiring, artifacts related to aircraft accidents and test aircraft.

At the end of the tour, the scouts received some goodies, such as balsa wood airplanes and coloring books, supplied by **Carleen Genna-Stoltzfus**, Community Out Reach Program Manager (ACT-70).

This experience brought the Cub Scouts one step closer to obtaining the most prestigious award in Cub scouting, which is the "Arrow of Light" badge.

ART CONTEST CONT.

Carleen would like to thank **Carl Genna** (ACT-73), for his creativity in designing these display cases and the craftsmanship of the Carpenter Shop, ACT-613, **Ismael Ortiz**, **Harry Krumaker**, **Kenneth Wilson**, and **Christian Brenner**, as well as ACT-200's **Al Mancini** and **Vince Lazewicz, Sr.**, for their support in this joint effort.



From left to right: Shelia Franklin-Smallwood (ACT-201), John Wiley (ACT-200), Ron Esposito (ACT-3), Al Mancini (ACT-202), Harry Krumaker (ACT-630), Kenneth Wilson (ACT-630), Carl Genna (ACT-73), and art contest judge Carleen Genna-Stoltzfus (ACT-70).

SAFETY NEWS

FROM THE SAFETY OFFICE, ENVIRONMENTAL BRANCH (ACT-640)

GOT AN IDEA?

An 8 Point Tick Check

Well folks Spring has sprung and it's time to think "outdoors." Whether you are at work or at home there are a number of activities that will lead you to the great outdoors. For instance there is the need to cut the lawn, trim the bushes, as well as recreational activities like hiking, bicycling, and picnics. The increase in outdoor activities leads us to today's topic which is Ticks.

Ticks in South Jersey are a legitimate health concern. They carry various types of diseases, with the most famous disease being Lyme Disease. Therefore, we have prepared an 8 Point Tick Checklist that we hope you will find useful!

1. Wear light colored clothing (white or light blue).
2. If possible, wear long-sleeve shirts, long pants or coveralls, and high-top boots when going into the woods.
3. Tuck pant legs into boot socks and tape the top of the boot sock and boot with duct tape to your pant legs.
4. Apply Permanone to clothing, especially on boots, pant legs, and around the waist.

5. For skin application, apply a repellent with at least 35% Deet.

6. When leaving the woods or outdoor area, and before entering your car or home check your shoes and clothing thoroughly for ticks.

7. When outdoors, if you do find a tick on your clothing or skin, obviously remove it - and check again once you get home. Use your fingers or fine tooth comb to check your hair, then take a shower.

8. If you have an attached tick, use a device like a Pro-Tick Remover to remove it. This device removes ticks without discharge of the tick's fluid into your skin.

Whether you're at work or at home we encourage you to use this checklist as part of an overall outdoor safety plan. If you need further information on tick protection, contact the Safety Office at x6360.

**It's Spring Time --
Get out and enjoy yourself
(SAFELY)!**

Now's your chance to be heard!

More than ever, innovation through frontline employees is seen as a key component in improving FAA's efficiency and effectiveness.

Share your innovative ideas and suggestions for change. You can help identify responsible risks leading to enhanced productivity.

You can help eliminate unnecessary, time-consuming tasks. You can help suspend business processes that don't make sense.

The FAA Waiver Process, a formalized process for suggesting changes, is currently under development.

In the meantime, you can pass along your ideas through existing vehicles, such as your organization's suggestion program.

To see examples of successful innovations throughout DOT, visit the DOT Flagship initiative website at:

www.dot.gov/innov8atwork.htm

Any comments or questions should be directed to Steve Unthank (APF-300) at (202) 267-7916.

KID'S FAIR 2000



The Tech Center recently participated in the Annual Kid's Fair 2000. And, as usual, the Fair was a whopping success! More than 20,000 children had a chance to ride a cherry-picker, see the Rugrats, and most importantly, hug the Tech Center's very own Air Bear. The Jewish Community Center of Atlantic County sponsors the annual event, which was held at the new Atlantic City Convention Center.

Some of the many entertaining exhibits for the children were the Atlantic County Mounties, Atlantic City Surf (who brought their mascot, Splash), the Air

National Guard, Jack and Jill ice cream, and the FAA Technical Center Credit Union. The Center has participated in the event for about the last 6 years with an exhibit full of aviation career information.

As usual, the Aviation Education Exhibit, headed by **Carleen Genna-Stoltzfus** (ACT-70), was well tended. Center volunteers handed out activity booklets for children of all age groups, as well as the now-famous balsa wood



gliders (with aviation education website on the wing). **Kenneth Allendoerfer** (ACT-530) patiently showed each one of the 20,000 kids how to put those planes together! Many thanks are extended to Kenneth, **Rosanne Weiss** (AAR-423), Stephen McGahee, Hirsh Singh (American

Institution of Aeronautics and Astronautics Ambassador, Class of 2003), Prakriti Singh, and **Lana Haug** (ACT-70) for giving their time and patience! Also, thanks to the Wackenhut folks for their assistance in setting up the exhibit.



RECOGNIZING THE IMPORTANCE OF PUBLIC SERVICE



During the annual observance of Public Service Recognition Week, the President of the United States salutes the dedicated men and women who work in local, state, and federal governments to create a brighter future for this nation and its citizens. With 110,000 takeoffs and landings, 55,000 daily en route operations, and 1.6 million passenger enplanements per day, the FAA has a huge impact on the public and the aviation industry each and every day.

Work being done at the Tech Center directly supports the agency in each of its core missions -- safety, security, and system efficiency. The Center also is a major supporter of other agency goals, such as the Model Work Environment.

Center Director **Dr. Anne Harlan** took the lead this year in showing appreciation for the achievements of Center employees. The Center's management team responded by also thanking employees for their daily efforts to make the National Airspace System the safest air traffic management system in the world.

Although it is impossible to list every achievement, it is worth noting that Center employees made critical contributions to the agency's Y2K efforts, and continue to make noteworthy contributions to programs such as Oceanic Data Link, STARS, DSR, and Safe Flight 21. The Center also is doing important

work in second-level operational system maintenance, in managing air traffic and airway facilities at Atlantic City International Airport, as well as in many other programs. Some of those other programs include: the civil aviation security work of the Federal Air Marshals, and project work in explosives detection, air-

craft fire safety, modernization of the National Airspace System and many other areas. As part of the ARA organization, the Center has been instrumental in supporting overall FAA reform efforts, and introducing change such as the new Frequent Flyer Program. In fact, Vice President Gore and Administrator Jane Garvey have recognized the Center for creating the FAA Air Shuttle between Atlantic City and Reagan International Airports.

Recently the Center received the good news that further indicates the importance the FAA places on the Center. **Rodger Mingo** (ACT-1A) has been selected to receive one of the Administrator's EEO Awards this year, for his creative and successful work in promoting diversity awareness. The Center also has three winners for the annual Administrator's Environmental Award. **Ahmad Hazaveh** (ACT-431) has been selected as a winner of the Administrator's Award for Environmental Excellence, for his work to conserve natural resources, and AAR-421's **Charlie Masters** and **Paul Boris** have been selected as winners of the Administrator's Award for Environmental Excellence, for their work in mitigating adverse environmental impacts.

Public Service Recognition Week was observed nationally, and at the Tech Center, from May 1-7, 2000.

NATIONAL AUTOMATED TRAVEL SYSTEM (NATS) (AN AUTOMATION TOOL THAT WON'T BYTE YOU)

We know what you're thinking, calling it the Government National Automated Travel System (GNATS) is catchy and would have certainly captured everyone's undivided attention. Wisely, the wonderful folks implementing this useful system decided not to coin it as such. Being that our little insect friend is a persistent irritant on occasions, it was thought best not to have the system associated with the little guy.

In reality, the National Automated Travel System (NATS) is anything but an irritant both in its concept and in its design. NATS was developed to streamline the travel reimbursement process and provide an automated user-friendly interface of travel expense data between COTS Travel Manager (TM) Software and the FAA Departmental Accounting and Financial Information System (DAFIS). Travel documents are routed in TM where they are electronically signed and approved. They are transferred to NATS, which performs validation and properly formats the record for DAFIS processing.

The development of NATS, and its implementation have exterminated many of the bugs that traditionally feasted on travel document processing. For example, it has eliminated the mailing of travel documents to the Accounting Branch, and the subsequent manual recording of obligations and expenditures by accounting personnel. However, the pièce de résistance is a reduction to the travel reimbursement backlog

(time a document sits in Accounting), from an average of 5 days to just 1.5 days (fantastic!). Prior to NATS implementation, the estimated average total document processing time from a traveler's desk to receipt of payment by the traveler, was 2 to 3 weeks. Using electronic signatures, total time has been reduced to an average of 5 days including 3 days for Treasury to deposit the electronic payment into the elated traveler's bank account (very, very good!).

The NATS interface has not only resulted in expediting travel reimbursement to employees but is also used to supply paid voucher information to a web-enabled Travel Voucher Inquiry System. Many delighted travelers are already using the system to ascertain status of their reimbursements.

During the month of March, the Tech Center processed 69 percent of its travel documents electronically through NATS. We expect to fully implement the use of electronic signature for all organizations serviced by the Tech Center's Accounting Branch by the end of the fiscal year. In addition to the Tech Center, NATS is in use at Alaska Region, Eastern Region, and Southwest Region. These regions will begin implementation of full electronic processing later this year.

NATS was developed for FAA headquarters Office of Financial Management's Financial Policy, Systems and Reports Division, AFM-300. The national program manager is Marty Finkelstein, AFM-300. The technical develop-

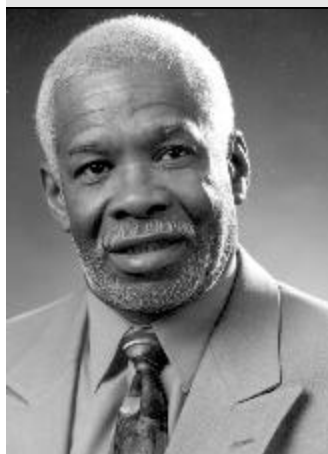
ment team are employees from the Financial Management Division (ACT-30), and the Application Systems Division (AMI-200). The team members include national project manager, **Robert Gross** (ACT-30); Robert Gonzalez and Lorainne Marozzi, (AS&T); and Jimmy Ipock and Lee Overstreet (AMI-200). The functional development team includes employees from the Alaska Region Accounting Branch (AAL-42); the Eastern Region Travel and Financial Systems Branch (AEA-23); and the Southwest Region Accounting Branch (ASW-42). The team members include Randy Reid, Terry Saldana, and Kathleen Simmons (AAL-42); Larry Adams and Andrea Riddick (AEA-23); Phyllis DeGarmo, Keith Moore, Linda Morgan, and Kimberly Peyton (ASW-42); and **Karen Mercer** (ACT-30); and Debbi Daniels (AFM-300). **Glenn Hansen** and **Michael Bralski** (ACT-30), implemented the electronic signature process at the Tech Center.

Development Platform

Microsoft's Active Server Technologies (Active Server Pages, Active Messaging, Active Data Objects, and Active Directory Services)

Microsoft's NT Operating System
Microsoft's SQL Server
Microsoft's Visual Interdev and Visual Basic 5.0

MINGO TO RECEIVE ADMINISTRATOR'S EEO AWARD



At 11:00 a.m., on June 7, at FAA Headquarters, **Rodger Mingo** (ACT-1A) will receive

the Administrator's Managing Diversity Award as part of a ceremony recognizing excellence in equal employment opportunity, affirmative action, and diversity.

This award recognizes demonstrated practices that foster a Model Work Environment. Such practices reflect support and interest in the welfare of employees by recognizing and making use of individual skills, abilities, and contributions to create a more productive work force. The recipient of this award actively participates or provides leadership in the development of all employees, and provides appropriate opportunities and accommodations for each employee to contribute to organizational success. Among other things, the winners of this award are honored for:

- treating employees with dignity and respect.
- eliminating an environment where employees feel harassed or threatened.
- acting promptly and appropriately to address and not condone hostile, offensive, or abusive conduct and behavior.

- coordinating work, developmental assignments, and training equitably.
- promoting participation and inclusion in decisionmaking and problem solving.
- holding employees accountable for actions that detract from a positive work environment; to include actions involving discrimination on the basis of political affiliation, race, color, religion, national origin, sex, sexual orientation, marital status, age, disability, or any other characteristics not bearing on job performance.

Rodger's colleagues nominated him for this prestigious award because of his ability to teach, coach, and advise people on how to create Model Work Environments. They wrote, in part, that "Mr. Mingo truly demonstrates what a Model Work Environment should be through his daily actions, and his support and interest in the welfare of employees. It is obvious that he loves and believes in what he does. He constantly uses his individual skills, abilities, and contributions to create a more productive work force. He is well deserving of this award."

The citation on Rodger's plaque reads: "In recognition of outstanding support for Affirmative Employment Initiatives, mentoring and career development, and responsible actions to address work environment and accessibility."

Congratulations Rodger!

ARE YOU LISTENING?

Have you called in yet to listen to the weekly VOICE message? If you haven't, give it a try. Call the toll free number, 1-877-888-4325, to get a quick briefing about what's going on throughout the agency. The message is updated every Wednesday.

The key to the success of this venture is to ensure that a pertinent message is being broadcast. VOICE needs to hear from you -- to learn what you would like to know and what you would like to hear on the broadcast. Don't be shy -- listen to the broadcast and then send your comments to the VOICE team via email at 9-AWA-AOA-VOICE.

There's also another way you can have a voice in VOICE. ARA employees who want to express a concern or offer a suggestion about internal communications in the agency can contact their representative on VOICE, David Kerr, at (202) 493-4437 or via email, or contact your Intercom editor, Terry Kraus, who will be more than happy to pass your thoughts on to the VOICE group.

The VOICE (Virtual Organization for Improving Communications Excellence) group was formed nearly a year ago to improve communication between employees, and between employees and management. Representatives from the lines of business and offices reporting directly to the administrator make up its membership. VOICE reports directly to the Administrator.

GOT NEWS?

The Imaging Technology Branch (ACT-73) has taken the wraps off of a new electronic message system, delivering important information, news, and announcements throughout the Tech Center via Closed Circuit Television (CCTV). The new system can be seen on several large video monitors positioned around the Technical Building and on CCTV Channel 63.

The system offers a wide range of new enhancements, including greatly improved graphics and animation capabilities to bring messages to life. The system runs on Microsoft's popular PowerPoint application, allowing for quick and easy integration of customer created slides. For the artistically challenged, customers need only provide the pertinent information and the Imaging Technology Branch will create a great looking slide for use on the CCTV message system.

If you or your organization has important news or information to distribute to the Center community, please send CT Form 1730-4 to the Imaging Technology Branch (ACT-73), or use cc:mail to get your message "on the air."

Send cc:mail to **Anna Kertz** and **Dale Dingler** with the following information: name, organization, phone, project # (T, F or M), message, or attach PowerPoint file.

ACTERS WIN ENVIRONMENTAL AWARDS

Administrator Garvey will be honoring three Tech Center employees at a June 9 awards ceremony at FAA Headquarters. will be receiving the Environmental Excellence in FAA Operations award, and **Charlie Masters** and **Paul Boris** (AAR-421) will be receiving the Mitigation of Adverse Environmental Impact award.



Ahmad Hazaveh (ACT-610)

One of Ahmad's duties is serving as the Center's Energy Conservation Program Manager. Under his leadership and program direction, he initiated an extensive lighting energy audit in FY 99 of 33 Center buildings. The primary purpose of this audit was to reduce energy consumption and air pollution.

The audit revealed that with relatively inexpensive lighting upgrades at these facilities, approximately \$151,000 in annual electrical energy savings could be realized with an average simple payback of 2.6 years. More importantly, a significant reduction

in regional air pollutants would result from the reduction in fossil fuels that would have been required to produce the equivalent amount of energy.

Upon completion of 11 building retrofits, the Center will achieve an 85% reduction in pollutants and equivalent energy savings. Thanks to Ahmad, over the next decade this pollution prevention initiative will result in significant monetary savings and increased operational efficiency, while simultaneously conserving valuable natural resources and improving the region's air quality.

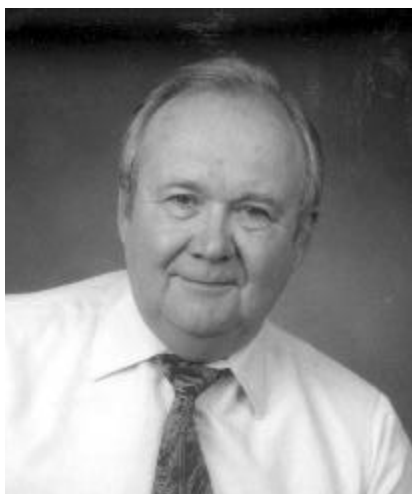
Charlie and Paul are receiving their award for their untiring dedication in spearheading multiple efforts to mitigate the adverse effects of glycol-based chemical



Charlie Masters (AAR-421)

products employed in the deicing and anti-icing of aircraft. Despite the potential adverse effects of ethylene and propylene glycol based deicing fluids, they remain the

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Paul Boris (AAR-421)

aviation industry's primary products for removing frozen contaminants from aircraft surfaces prior to takeoff.

Paul and Charlie have fostered technology-based methodologies to use less glycol in the aircraft deicing process. Their work proved that a reduced "temperature buffer," from the currently required 10 degrees to 5 degrees Celsius was feasible without compromising safety. Through their efforts, they have initiated technical investigations that have substantiated that it is feasible to reduce the concentrations of glycol in a deicing fluid mixture without an attendant reduction in safety.

They have presented their findings at several international conferences, and several airlines have expressed interest in this new buffer. If implemented, this procedure has the potential of reducing the amount of glycol used from 10% to 40%, depending on the temperature.

A THOUGHT ON DIVERSITY

If we could shrink the earth's population to a village of precisely 100 people, with all the existing human ratios remaining the same, there would be:

- 57 Asians
- 21 Europeans
- 14 from the western hemisphere, both north & south
- 8 Africans
- 52 would be female
- 48 would be male
- 70 would be non-white
- 30 would be white
- 70 would be non-Christian
- 30 would be Christian
- 97 would be heterosexual
- 6 people would possess 59% of the entire world's wealth and all 6 would be from the U.S.
- 80 would live in sub-standard housing
- 70 would be unable to read
- 50 would suffer from malnutrition
- 1 would be near death
- 1 would be near birth
- 1 (yes only 1) would have a college education
- 1 would own a computer

When you consider our world from such a compressed perspective, the need for both acceptance, understanding, and education become glaringly apparent.

TSP OPEN SEASON

Employees who want to save for retirement have from May 15 through July 31 to invest in the Thrift Savings Plan (TSP). During that period, eligible FAA employees may enroll in TSP, alter their contribution amounts, or change the funds in which they invest. All contributions to the TSP are tax deferred until withdrawn.

There are three funds. The G Fund invests in short-term, risk-free U.S. Treasury securities. The C fund invests in a stock index fund that tracks the Standard & Poor's 500 stock index. The F Fund is invested in a bond index fund that tracks the Lehman Brothers U.S. aggregate bond index.

TSP enrollment and changes may be made using Employee Express or by submitting a TSP-1 form to the Human Resources Management Division. Employees about to retire, separate from federal service, or transfer to another agency should contact the Human Resource Management division to make open season changes.

TSP is a retirement savings and investment plan for Federal employees. Congress established the TSP in the Federal Employees' Retirement System Act of 1986. The purpose of the TSP is to provide retirement income. It offers Federal civilian employees the same type of savings and tax benefits that many private corporations offer their employees under so-called "401(k)" plans.

HEADQUARTERS HEADLINES

FAA Names Steven Wallace Director of Accident

Investigation. On May 2, the FAA announced that 24-year FAA veteran Steven B. Wallace would be the new director of the agency's Office of Accident Investigation effective next month. In his new position, Wallace will oversee all FAA aircraft accident investigations and all activities related to the National Transportation Safety Board. The Office of Accident Investigation examines aviation accidents and incidents to detect unsafe conditions and trends and to coordinate any necessary corrective actions.

From 1991 until assuming his new responsibilities, Wallace was the FAA's senior representative at the U.S. embassy in Rome. He served as the principal FAA contact for civil aviation authorities, U.S. diplomatic missions and the aviation industry in a 29-country geographic area spanning Central Europe, the Mediterranean, and parts of the Middle East.

During the period 1984-91, Wallace was manager of the standards staff in the FAA's Transport Airplane Directorate in Seattle. He headed a staff of engineers, paratechnical specialists and writers who were responsible for developing regulatory requirements and guidance for certification of transport aircraft, and for certification of foreign-manufactured transports for the U.S. market.

Wallace began his FAA career in 1976 as an attorney in the

agency's Eastern Region counsel's office in New York. In 1979 he moved to the Northwest Mountain counsel's office in Seattle, where the emphasis of his legal work shifted from aviation enforcement to issues related to certification and manufacturing of transport aircraft.

Wallace holds a Bachelor of Science Degree in Psychology from Springfield College, Springfield, Mass., and a Juris Doctor Degree from St. John's University School of Law, New York. He is admitted to legal practice before the New York Bar and Federal courts.

Wallace has been a licensed pilot since 1977. He currently holds a commercial pilot's license with multi-engine and instrument ratings. He is married with two children. Wallace comes from an aviation family. His father flew as a Pan American Airways captain on the full line of Douglas aircraft from the DC-3 through the DC-8, and on the Boeing Stratocruiser. His mother was Pan American's first female celestial navigation instructor, a position she earned in 1942.

FAA Launches First Oceanic Data Link Services Over

Atlantic. In a move that increases the safety and efficiency of oceanic air travel, the FAA began using electronic air/ground communication services for aircraft operating over the Atlantic Ocean. The same system has been operating for aircraft flying over Pacific Ocean air-

space for more than a year.

The FAA's New York Air Traffic Control Center began initial operations in March of the Multi-Sector Oceanic Data Link System, which provides a means for air traffic controllers to have two-way electronic communications with aircraft equipped with data link. This technology is designed to eliminate the need for voice communication between data link-equipped aircraft and air traffic controllers, improving the reliability and timeliness of message delivery.

In conjunction with aircraft equipped with the Future Air Navigation System (FANS -- an international standard for avionics that are compliant with Oceanic Data Link), the Oceanic Data Link system provides a means to automatically check pending clearances for conflicts, while allowing the flight crews to automatically load flight clearances they have received into the aircraft's Flight Management System. The Oceanic Data Link system also provides the controllers with an integrated interface to the flight data processor and addresses the existing high frequency communications problems with aircraft, such as frequency congestion, transcription errors, and lack of timeliness.

Oceanic controllers began using the system in limited operations at a single sector in March 2000. As controllers become more familiar with Oceanic Data Link, operations will expand to include

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full system capabilities. Full operations are planned at all Caribbean sectors later this year. Once full operations in the Caribbean are in effect, operation of the system will transition to New York's North Atlantic sectors.

Other North Atlantic air traffic service providers are planning the initiation of FANS-based data link trials later this year. New York's early lead in those efforts will be important in the realization of the goal of a seamless data link operation in Atlantic airspace.

Statement By The President Regarding The United States

Decision To Stop Degrading Global Positioning System

Accuracy. On May 1, President Clinton announced that the U. S. would stop the intentional degradation of the Global Positioning System (GPS) signals available to the public. This means that civilian users of GPS will be able to pinpoint locations up to 10 times more accurately than they do now. GPS is a dual-use, satellite-based system that provides accurate location and timing data to users worldwide. A March 1996 Presidential Decision Directive included in the goals for GPS to: encourage acceptance and integration of GPS into peaceful civil, commercial and scientific applications worldwide; and to encourage private sector investment in and use of U.S. GPS technologies and services.

As the President explained, "to meet these goals, I committed the U.S. to discontinuing the use of

SA [selective availability] by 2006 with an annual assessment of its continued use beginning this year. The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide. Last year, Vice President Gore announced our plans to modernize GPS by adding two new civilian signals to enhance the civil and commercial service.

This initiative is on-track and the budget further advances modernization by incorporating some of the new features on up to 18 additional satellites that are already awaiting launch or are in production. We will continue to provide all of these capabilities to worldwide users free of charge. My decision to discontinue SA was based upon a recommendation by the Secretary of Defense in coordination with the Departments of State, Transportation, Commerce, the Director of Central Intelligence, and other Executive Branch Departments and Agencies. They realized that worldwide transportation safety, scientific, and commercial interests could best be served by discontinuation of SA."

Originally developed by the Department of Defense as a military system, GPS has become a global utility. It benefits users around the world in many different applications, including air, road, marine, and rail navigation, telecommunications, emergency response, oil exploration, mining, and many more.

Thornton to Head Free Flight

Phase 2. Speaking at the Global Air & Space 2000 conference in Crystal City, Va., on May 11, Administrator Garvey announced the appointment of John Thornton to direct Free Flight Phase 2, which will build on the successes of the Free Flight Phase 1 program and introduce new capabilities from 2003 through 2005.

In his new position, Thornton will oversee geographic expansion of the Phase 1 elements -- Traffic Management Advisor, passive Final Approach Spacing Tool, User Request Evaluation Tool, Surface Movement Advisor and Collaborative Decision Making. Both phases of the program feature computer hardware and software modernization tools designed to provide early measurable benefits to controllers and airlines.

Thornton also will direct development and deployment of several new Free Flight capabilities. The collaborative Routing Coordination Tool is a set of automation capabilities that evaluate the impact of traffic flow management rerouting strategies. High Altitude Airspace Concepts will add sectors above 35,000 feet to FAA air route traffic control centers that do not now have them. Phase 2 also will assume responsibility for the FAA-industry efforts to implement Controller-Pilot Data Link Communications (CPDLC) technology. Thornton will report to Charles Keegan, Director of the Free Flight program office.

TECH CENTER TO HOST INDUSTRY FORUM

On June 28-29, the Tech Center will host a major industry meeting designed to showcase its ongoing research and development activities. This forum, called a "Home & Home" visit, is the result of a FAA/NASA Industry meeting, hosted by FAA Administrator Jane Garvey and NASA Administrator Dan Goldin, held in late March 1999. That event highlighted the scope, capabilities, and directions of government research programs in air and space transportation technology. Industry representatives attending that meeting expressed an interest in visiting NASA and FAA research "home" sites to obtain more in depth knowledge of the activities at FAA and NASA research centers. The June meeting at the Center is the fifth in this "Home & Home" visit series.

The purpose of this visit is to give government and industry participants a view of FAA operations and capabilities and to provide opportunities for dialog and establishing contacts for continued interactions or partnerships. The visits and discussions during this 2-day forum will be designed to include a mixture of people (manufacturers, users) to obtain a variety of perspectives on technology issues and constraints.

For more information on this event, contact **Vince Lasewicz, Jr.** (ACT-540) at (609) 485-6805 or **Karen Cicatiello** (ACT-70) at (609) 485-6622

Draft Agenda

Wednesday, June 28

8:30 - 9:00 a.m.	Aircraft/Airport Safety and Security
9:00 - 9:10 a.m.	Arrival at Atrium
9:10 - 9:30 a.m.	Welcome
9:30 - 10:00 a.m.	Technical Center Overview
10:00 - 10:30 a.m.	Aircraft/Airport Safety Technology
10:30 - 10:45 a.m.	Environmental Compatibility
10:45 - 11:15 a.m.	Break
11:15 - 12:15 p.m.	Aviation Security Technology
12:15 - 12:30 a.m.	Lunch
12:30 - 3:00 p.m.	Assemble for tours
	Facility Tours
	--Full Scale Fire Test Facility
	--Federal Air Marshal Facility
	--Pavement Test Facility
	--Security Building

3:00 - 3:15 p.m.

3:15 - 4:45 p.m.

4:45 - 5:00 p.m.

Thursday, June 29

8:00 - 8:30 a.m.

8:30 - 8:40 a.m.

8:40 - 8:45 a.m.

8:45 - 9:15 a.m.

9:15 - 9:45 a.m.

9:45 - 10:15 a.m.

10:15 - 10:30 a.m.

10:30 - 12:00 p.m.

12:00 - 1:00 p.m.

1:00-1:15 p.m.

1:15- 3:00 p.m.

3:00 - 3:15 p.m.

3:15 - 4:30 p.m.

4:30 - 4:45 p.m.

Break and assemble for discussion sessions

Session 1 - Aircraft/Airport Safety

Session 2 - Aviation Security

Wrap-Up

System Efficiency

Arrival at Atrium

Welcome

Opening Remarks

Air Traffic System

Modernization

Communication, Navigation and Surveillance Modernization

Systematic Approach for Reducing Separation Standards

Break and assemble for tours

Facility Tours

--DSR and AMASS in Central Viewing Area

--Center/TRACON Automation System Laboratory

--Terminal Integration & Interoperability Facility

--Next Generation Air-Ground Communication System Laboratory

--Weather & Radar Processor Laboratory

Lunch

Assemble for tours

Facility Tours

--En Route Integration & Interoperability Facility

--Research Development & Human Factors Laboratory

--National Satellite Test Bed

--Airborne Laboratories

Break and assemble for discussion sessions

Session 1 - Future of Air Traffic Management (Free Flight Phase 2 and Beyond)

Discussion Session 2 - Future of Aviation Transportation Technology

Wrap-Up

To see the full agenda and/or to register for the event, please go to the following Internet website:

<http://home.hh.tc.faa.gov>

STUCK AT THE AIRPORT?

The next time you get stuck at the airport because of bad weather or a cancelled flight, use your laptop or find an Internet kiosk and log onto www.expedia.com. This website offers a great feature called, "Stuck at the Airport."

On this page, author Harriet Baskas highlights the amenities of major airports all over the country. Each review starts with a brief history of the airport. The remaining information highlights data about business services (where to find the business center and what it offers), personal needs (places to eat, get a message or haircut, or just relax), and entertainment (shops, sights to see).

For example, did you know that: "Opened in 1940 as Philadelphia Municipal Airport, today's Philadelphia International Airport (code: PHL) is the 19th busiest airport in the country and encompasses a plot of land once known as Hog Island, site of a giant shipbuilding yard built in a hurry during World War I."

And did you know, that a massage kiosk recently opened at the entrance to PHL's Terminal D? PHL is also one of the increasing number of airports sporting DVD rental kiosks where you can rent a portable DVD player, a movie, and a headset for US\$10. The Information kiosks are located in Concourse B, Concourse C, and Concourse E.

Once you log on to the site, go to "Interests & Activities," "Business Travel," and then "Airport Survival Guide."

STARS SIMULATION



Adam Greco, Manager NAS Simulation Branch (ACT-510), presents a plaque to Rusty Umbrell, A.T.C.S. New York TRACON, for his excellent contribution to the STARS EDC ARTS3E CHI study.

During the week of March 27, engineers and controllers conducted a STARS Terminal Controller Workstation Early Display Configuration (EDC) for ARTS IIIE computer human interface (CHI) simulation at the Tech Center's air traffic lab. Air traffic controllers from the Newark area of the New York TRACON came to Atlantic City for purpose of validating CHI-related design changes implemented in the EDC test version software for the ARTS IIIE.

They also demonstrated the ARTS IIIE-specific functions on STARS.

After the simulation, the controllers participated in follow-on discussions and debriefing sessions in which they provided valuable feedback to human factors specialists on what they observed during the study. This information, in turn, will be forwarded to the STARS Program Office and the STARS CHI Working

Group.

The participation of the controllers in the CHI validation will help the agency take an important step towards meeting the usability needs of the controller work force and assist controllers in performing their duties with enhanced equipment. All the study participants expressed satisfaction with the process and the belief that it was a valuable step towards future automation.



The controller team from the Newark Area of the NY TRACON. From left to right: John Conklin, Dave Mangene, Tom Zacheo, Joe Jorge, Adam Greco, Mike Pitt, Rusty Umbrell, Keith Henry, Gerald Donovan, and Roger Bender, SATCS.

INTERCOM DEBUTS ON THE PUBLIC WEB

Last month we reported that the WJHTC *Intercom* could be found on the ACT IntraWeb. This month we are happy to report that *Intercom* can now be found on the Center's public website at: <http://www.tc.faa.gov/intercom/intercom.htm>. Check it out to see this month's issue. And, coming soon, the *Intercom* archives.

ARA UNIONIZATION EFFORT

In case you haven't heard, on May 11, employees in the ARA line of business at FAA Headquarters voted on whether or not they wanted American Federation of State, County, and Municipal Employees (AFSCME) representation. Of those who voted, the vote count was:

331 Yes
119 No
51 challenged ballots

According to an email sent out by the union, there are now 2,000 FAA Headquarters employees represented by AFSCME.

Information recently compiled by HR, indicated that agency-wide there are currently 36,000 employees represented by 10 different unions in 34 bargaining units, under 17 labor agreements.

DOT Is #2

The *Federal Times* recently reported that the Mercatus Institute at George Mason University (GMU) had reviewed the quality of information provided by 24 Federal departments and agencies in their reports to Congress in response to the Government Performance and Results Act (GPRA). The Institute reviewed these reports "to see if reports were easy to understand and accessible, if the results measured a clear public benefit and if agency leaders clearly identified problems and offered solutions."

The Institute rated the reports on a 60-point scale, and DOT ended up number 2, earning 51 points. (The average grade was 31.) The Agency for International Development (AID) had 52 points.

DOT also received high marks for drafting a forward-looking report." One reviewer was quoted as saying: "The most common problem is the reports are completely backward-looking, with no indication that the agency is learning anything that would alter future plans." GAO also is reviewing the plans and will have the results by this summer.

The Mercatus Center's Public Sector Leadership Project is the result of research and analysis begun at the request of the Office of Management and Budget and Vice President Gore's National Partnership for Reinventing Government (NPR), who challenged GMU to look at the GPRA implementation process.

DON'T FORGET

Please try to get *Intercom* submissions (articles, photos, ideas) to Terry Kraus via email by the second Tuesday of every month.

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